AIRSPEED CORRECTION TABLE

	IAS	40	50	60	70	80	90	100	110	120	130	140
FLAPS UP	CAS	53	58	64	72	79	88	97	107	117	127	137
FLAPS DOWN	CAS	49	55	63	72	81	90	100	•	•	•	•

Figure 6-1.

STALL SPEEDS – MPH CAS

	CONDITION	ANGLE OF BANK 0°	20°	40°	60°
2300 LBS. GROSS WEIGHT	FLAPS UP	51	59	65	81
	FLAPS 10°	52	54	59	74
	FLAPS 40°	49	51	56	69

POWER OFF — AFT CG

Figure 6-2.

TAKE-OFF DATA

TAKE-OFF DISTANCE FROM HARD SURFACE RUNWAY WITH FLAPS UP

GROSS WEIGHT POUNDS	IAS AT 50' MPH	HEAD WIND KNOTS	AT SEA LEVEL & 59°F		AT 2500 FT. & 50°F		AT 5000 FT. & 41°F		AT 7500 FT. & 32°F	
			GROUND RUN	TOTAL TO CLEAR 50 FT OBS	GROUND RUN	TOTAL TO CLEAR 50 FT OBS	GROUND RUN	TOTAL TO CLEAR 50 FT OBS	GROUND RUN	TOTAL TO CLEAR 50 FT OBS
2300	68	0	865	1525	1040	1910	1255	2480	1565	3855
		10	615	1170	750	1485	920	1955	1160	3110
		20	405	850	505	1100	630	1480	810	2425
2000	63	0	630	1095	755	1325	905	1625	1120	2155
		10	435	820	530	1005	645	1250	810	1685
		20	275	580	340	720	425	910	595	1255
1700	58	0	435	780	520	920	625	1095	765	1370
		10	290	570	355	680	430	820	535	1040
		20	175	385	215	470	270	575	345	745

NOTES:
1. Increase distance 10% for each 25°F above standard temperature for particular altitude.
2. For operation on a dry, grass runway, increase distances (both "ground run" and "total to clear 50 ft. obstacle") by 7% of the "total to clear 50 ft. obstacle" figure.

MAXIMUM RATE-OF-CLIMB DATA

GROSS WEIGHT POUNDS	AT SEA LEVEL & 59°F			AT 5000 FT. & 41°F			AT 10,000 FT. & 23°F			AT 15,000 FT. & 5°F		
	IAS MPH	RATE OF CLIMB FT/MIN	GAL. OF FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	FROM S.L. FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	FROM S.L. FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	FROM S.L. FUEL USED
2300	91	645	1.0	85	435	2.6	80	230	4.8	74	20	11.5
2000	88	840	1.0	81	610	2.2	75	380	3.6	68	155	
1700	83	1085	1.0	77	835	1.9	70	570	2.9	64	315	

NOTES:
1. Flaps up, full throttle, mixture leaned for smooth operation above 3000 ft.
2. Fuel used includes warm up and take-off allowance.
3. For hot weather, decrease rate of climb 20 ft./min. for each 10°F above standard day temperature for particular altitude.

Figure 6-3.

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TAKE-OFF.

NORMAL TAKE-OFF.

(1) Wing Flaps -- UP.
(2) Carburetor Heat -- COLD.
(3) Throttle -- FULL.
(4) Elevator Control -- LIFT NOSE WHEEL (at 60 MPH).
(5) Climb Speed -- 75 to 85 MPH.

MAXIMUM PERFORMANCE TAKE-OFF.

(1) Wing Flaps -- UP.
(2) Carburetor Heat -- COLD.
(3) Brakes -- APPLY.
(4) Throttle -- FULL.
(5) Brakes -- RELEASE.
(6) Airplane Attitude -- SLIGHTLY TAIL LOW.
(7) Climb Speed -- 68 MPH (until all obstacles are cleared).

ENROUTE CLIMB.

(1) Airspeed -- 80 to 90 MPH.

NOTE

If a maximum performance climb is necessary, use speeds shown in the Maximum Rate-Of-Climb Data chart in Section VI.

(2) Throttle -- FULL.
(3) Mixture -- FULL RICH (mixture may be leaned above 3000 feet).

CRUISE.

(1) Power -- 2200 to 2700 RPM (no more than 75%).
(2) Elevator Trim -- ADJUST.
(3) Mixture -- LEAN.

LET-DOWN.

(1) Mixture -- RICH.
(2) Power -- AS DESIRED.
(3) Carburetor Heat -- AS REQUIRED (to prevent carburetor icing).

BEFORE LANDING.

(1) Fuel Selector Valve -- BOTH.
(2) Mixture -- RICH.
(3) Carburetor Heat -- ON (apply full heat before closing throttle).
(4) Airspeed -- 70 - 80 MPH (flaps UP).
(5) Wing Flaps -- AS DESIRED.
(6) Airspeed -- 65 - 75 MPH (flaps DOWN).

BALKED LANDING.

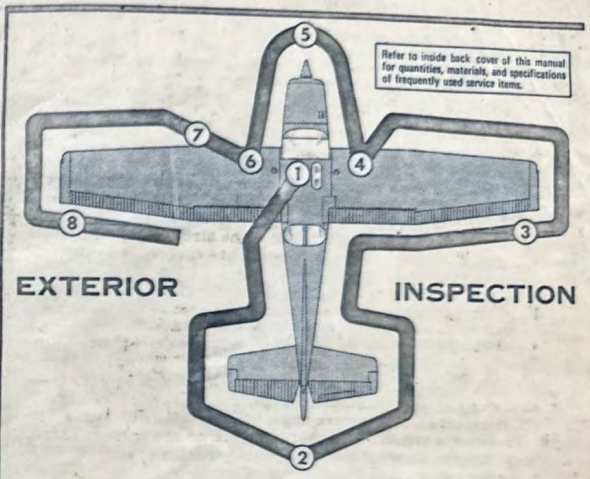
(1) Throttle -- FULL.
(2) Carburetor Heat -- COLD.
(3) Wing Flaps -- 20°.
(4) Airspeed -- 65 MPH.
(5) Wing Flaps -- RETRACT (slowly).

NORMAL LANDING.

(1) Touchdown -- MAIN WHEELS FIRST.
(2) Landing Roll -- LOWER NOSE WHEEL GENTLY.
(3) Braking -- MINIMUM REQUIRED.

AFTER LANDING.

(1) Wing Flaps -- UP.
(2) Carburetor Heat -- COLD.



Note

Visually check aircraft for general condition during walk-around inspection. In cold weather, remove even small accumulations of frost, ice or snow from wing, tail and control surfaces. Also, make sure that control surfaces contain no internal accumulations of ice or debris. If night flight is planned, check operation of all lights, and make sure a flashlight is available.

(1)
a. Remove control wheel lock.
b. Check ignition switch OFF.
c. Turn on master switch and check fuel quantity indicators; then turn off master switch.
d. Check fuel selector valve handle on BOTH.
e. Check baggage door for security. Lock with key if children are to occupy child's seat.

Figure